

Claims:

- 1. (currently amended) An adjusting system for pre-crash adjustment of at least one vehicle component, in particular a Vehicle Seat, having
- an adjusting device (11) having two input connections (B1, B2), and
- a control device (12) for pick up of an entry signal (S1) and output of a control signal (S2) to the adjusting device (11) for adjusting the vehicle components into a crash - secure position;
- ~~characterized in that~~ wherein a switching device (13) is provided between the entry connections (B1, B2) of the adjusting device (11) and supply voltage contacts (A1, A2; A1, A2, A3) of the vehicle; and wherein the switching device (13) can be adjusted between a normal operating position and a quick adjustment position; and wherein ~~the~~ said control device (12) emits, upon recognizing a pre-crash situation, a switching signal (S3) for adjusting the switching device (13) into the quick adjustment position, and
- a second voltage (U2) is applied at the entry connections (B1, B2) of the adjusting device (11) in the quick adjusting position, which is greater than a first voltage (U1) applied in the normal operating position.
2. (currently amended) The adjusting arrangement according to Claim 1, wherein

the switching device (13) is connected to precisely two supply voltage connections (A1, A2) and has an energy storage means (15), for example a power capacitor (15), a storage battery, or a battery, with two storage hook-ups (E1, E2)[[.]]; and wherein

the energy storage means (15) in the normal operating position is ~~wired~~ connected in parallel to the adjusting device (11) and in the quick adjusting position between a supply voltage connector (A2, A1) and an entry connection (B2) of the adjusting device (11).

3. (currently amended) The adjusting arrangement according to Claim 2, wherein the switching device (13) has a switch (SW1, SW2), for example, an opener (SW1) and a reversing switch (SW2), by means of which upon entry of the switching signal (S3) the connection of the first supply voltage contact (A1) is interrupted with the first storage connection (E1) the second storage connection (A2) is connected to the first storage connection (E1) and the connection of the first supply voltage connection (A2) with the second entry connection (B2) is interrupted.
4. (currently amended) The adjusting arrangement according to Claim 1 ~~or 2~~, wherein the switching device (13) is connected to three supply voltage connection (A1, A2, A3) and has a switch (SW3) for selective connection of an entry connection (B1) with one of two supply voltage connections (A1, A3).

5. (currently amended) The adjustment arrangement according to ~~one of the above claims~~ claim 1, wherein a plurality of adjustment devices (11) are connected in parallel to the switching device (13) and each pick up control signals (S2) from the control device (12).
6. (currently amended) The adjusting arrangement according to ~~one of the above Claims~~ claim 1 characterized by that switching device (13) is connected to a plurality of adjusting device(s) (11) is / are connected for a seat back tilting adjustment and / or a seat tilting adjustment and / or head rest adjustment and or seat height adjustment.
7. (currently amended) An adjusting arrangement according to ~~one of the able claims~~ claim 1, wherein a sliding roof adjusting device and / or a window lifting device is connected to the switching device (13).
8. (currently amended) The adjusting arrangement according to ~~one of the above Claims~~ claim 1, wherein the control device (12), in the absence of a pre-crash signal (S1) and/or after a pre-determined time after output of the switching signal (S3) switches the switching device (13) from the quick adjusting position back into the normal operating position. --